

## Patricia Nickell

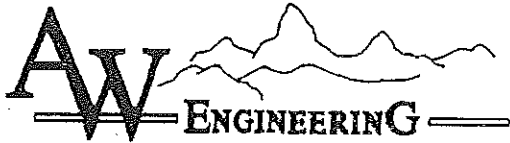
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**From:** Patricia Nickell  
**Sent:** Wednesday, January 27, 2010 10:01 AM  
**To:** 'Dave Hense'  
**Cc:** Patrick Vaile  
**Subject:** Cedron Heights

I received from AW Engineering yesterday a request to schedule Cedron Heights for a preliminary plat hearing. This project is being proposed by Keith and Betty Kunz, seven lots on Grove Creek. The same request was made in July last year and the commission determined that a decision was needed from DEQ for the NP Evaluation prior to hearing the application. The packet request included three new items which the commission has not seen:

- 1) a work plan that has been forwarded to DEQ, including a response from DEQ that a minimum of three items need further explanation;
- 2) a traffic report; and,
- 3) a fiscal analysis.

Please advise as to scheduling.



P.O. Box 139 255 South Main St.  
Victor, ID 83455

Teton County Planning & Zoning Staff  
Teton County Courthouse  
150 Courthouse Drive  
Driggs, ID 83422

ref: Cedron Heights Subdivision

To whom it may concern:

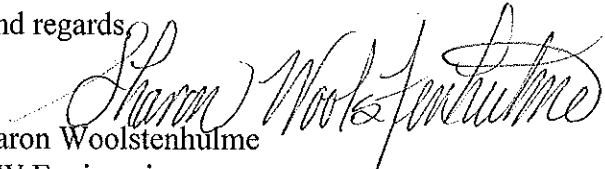
Regarding the above referenced subdivision, this application is at the preliminary plat stage with Planning & Zoning. The decision of the Planning & Zoning Commission at the public hearing was to continue the hearing based on having a Nutrient-Pathogen Evaluation performed and obtaining a letter of recommendations from D.E.Q.

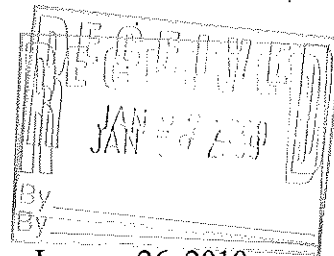
We are requesting that Cedron Heights be placed on the Planning & Zoning agenda for the continued preliminary plat process, based on the enclosed documents:

- 1) copy of completed Nutrient-Pathogen Evaluation
- 2) August 18, 2009 D.E.Q. letter with comments and recommendations (see last sentence of first paragraph of said letter)
- 3) Proposed workplan in response to August 18, 2009 DEQ letter
- 4) Response from Bruce Wicherski of state DEQ Department in Boise, responding to workplan
- 5) Traffic Report
- 6) Fiscal Impact Analysis

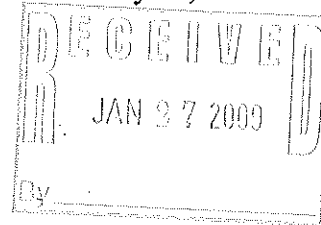
We will wait for notification of our placement on the Planning & Zoning agenda.

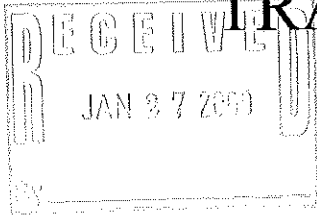
Kind regards

  
Sharon Woolstenhulme  
A-W Engineering



January 26, 2010





# TRAFFIC STUDY REPORT

for

## *“Cedron Heights Subdivision”*

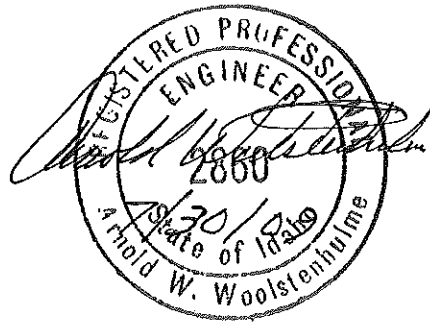
Teton County, Idaho

NE 1/4 SW 1/4 Sec 6, Twp. 3 N, Rng 45 E., B.M.  
**Cedron County Road**

July 29 , 2009

Prepared for:  
Keith & Betty Kunz Property  
7750 S, 4500 W  
Victor, Teton County, 83455

Prepared by:  
A-W Engineering  
P.O. Bx. 139, Victor, ID 83455  
208-787-2952



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## **I. GENERAL PROJECT INFORMATION**

### **LOCATION:**

A 20 acres tract of land lying in the NE 1/4 SW 1/4, Section 6, Twp. 3 N, Rng 45 E, B.M. Teton County, Idaho. This 7 lot Subdivision lies just west of Cedron road. The Cedron paved road was constructed about 40 years ago under the Federal Farm to Market road program. It is designed for 50 mph speed. It has 12 foot lanes and a 2 foot wide shoulder. It could easily handle 400 vph. Present use is about 20 vph average in this area of the road. There are 6 subdivisions that access onto this road presently with some with only two or three homes in them. Proposed access into the subdivision will be of from the Cedron road in two places. (see Map A appendix)

### **DEVELOPER:**

Keith Kunz, 781 S 450 W, Victor, Idaho 83455 208-787-2703

### **ENGINEER / SURVEYOR:**

Arnold W. Woolstenhulme, A-W Engineering, 255 South Main, Victor, Id. 83455  
208-787-2952

"Cedron Heights", is a 20.0 acre parcel of land that has been parceled out of the Keith Kunz that originally included this land and bordered it on the South and the East. The Dustin family farm borders this subdivision on the North side, The Dustin family farm was deed out to each of the 8 children many years ago but is still operated as a farm unit.

## **II. BACKGROUND AND GUIDELINES**

The property has been historically used for pasture and hay and grain crops. No residential development has been on this property in the past but has been used as farm ground to the Kunz family farm for many years. The land is in grain crop now but it is rotated into hay some years. The property does have a small spring and a branch of Grove Creek that runs through it.

The land has had an access into the farm ground from Cedron road at the SE Corner of the property. The main proposed access will be a common access with the Dustin family so the new approach would serve the 4 Dustin tracts and the Northern 4 lots of the Cedron Heights subdivision. The Dustin property has had an access into it from the Cedron road at a point 400 feet north of the proposed access. This old access would be traded for the new one.

There is a pipeline irrigation system serving the property and the small tributary of Grove Creek that runs through the property.

No other known easements exist on and too or across this property.

### **A. PROPOSED RESIDENTIAL DEVELOPMENT**

Total acres in project:	20.0 acres
Roads right of Ways Dedicated	1.65 acres
Subdivision 7 lots of 2.75 acres each	1.78 acres average

## **B. CRITICAL AREAS OF CONCERN**

1. Traffic generated by this project onto Cedron Farm to Market Road .
2. Location of Approaches onto Cedron Road. The 660 foot radius curve that connects to this property at the South East corner of the property causes some concern for where approaches can be placed for site distance and general safety. AW Engineering has work with County Engineer to locate the approaches at the North east corner and south east corner of the property being developed.

## **III. TRAFFIC VOLUME AND PATTERN**

The purpose of a preliminary traffic study is to provide for an overview and to develop a data base of current traffic generation that is expected from this project. A ten year design period was used in the analysis of future conditions. This is the estimated time period that corresponds to the project build-out.

Based on these findings, assessments of likely future traffic conditions are made.

Mitigating measures are then defined to counteract impacts associated with this development.

### **A. PROJECT DESCRIPTION**

The Project is planned for 7 homes sites. Mr Kunz is deeding a lot to each of his children that some are planning on building a second home cabin on. The sites are nestled against the western Big Hole mountains and the creek and trees on there western border. The sites have a beautiful view of the Grand Teton mountain range to the East. It is anticipated that the second home cabins would be of a modest size and style because the children are normal standard of living and do not have a lot extra money to invest in a second home. Estimate of square feet per home would be 100 to 2500 square feet. Teton County also allows a guest home to be built on each lot as well as the primary home.

The project will have an impact on the traffic on Cedron road .

#### **1. DEFINITIONS**

Average Daily Traffic (ADT) = The average number of vehicles that travel over a section of road during a typical 24- hour period.

Classification of Roads = A function designation given to roads by the owners that describes the road's capacity and routing purpose. The five common classifications for roads are:

Arterial: A highway that provides for high speed inter-city and inter- county travel. ADT + 3000

Major Collector: A road that serves to collect and distribute traffic between arterial and major residential or commercial areas. ADT 2,000 - 5000

Minor Collector: A road that serves to collect and distribute traffic between arterial and major collectors to residential or minor commercial areas. ADT 500 - 3000

Major Local: A street within a residential subdivision or neighborhood intended to carry a small amount of residential traffic to and from the collector street network. ADT -200-500

Minor Local: A street within a residential subdivision or neighborhood intended to carry the traffic only for that neighborhood. ADT 20-200.

“Volume” The total number of vehicles that pass over a given section of a road during a specific time period.

Ski Hill road would be classified as a Major Collector road.

State Line road would be classified as a Major Local

The approach and road into this development would be classified as - Minor Local road.

## 2. LEVEL OF SERVICE (LoS)

As it pertains to traffic studies, LoS is a classification given to a roadway or intersection that represents the amount of delay or inconvenience experienced by the motorist. The classifications are given a letter designation and are defined as follows for roads:

- A- Free flow, low volume, high operating speed, high maneuverability.
- B- Stable flow, moderate volume, speed somewhat restricted by traffic conditions, high maneuverability.
- C- Stable flow, high volume, speed and maneuverability, determined by traffic conditions.
- D- Unstable flow, high volume, tolerable but fluctuating operating speed and maneuverability.
- E- Unstable flow, high volume, approaching roadway capacity, limited speed, intermittent vehicle queuing.
- F- Forced flow, volumes lower than capacity due to very low speeds, heavy queuing of vehicles, frequent stoppages.

In the analysis of an unsignalized intersection, the primary consideration for determining the LoS is the availability of gaps or spaces between vehicles on the major roadway. The LoS rating for intersections controlled by stop or yield signs is based upon the general delay of traffic on the minor street.

<b>LEVEL OF SERVICE</b>	<b>STOPPED DELAY / VEHICLE (Seconds)</b>
A	5.0 OR LESS
B	5.1 to 10
C	10.1 to 20.0
D	20.0 to 30.0
E	30.1 to 45.0
F	More than 45

From this data the Los for this project will be level “A” at the intersection to State line road.

## B. TRIP GENERATION

1. Trip Generation. The trip generation data is based on the Institute of Transportation Engineer's publication "Trip Generation, Fifth Edition".

2. Trip Assignment and Distribution. The destination and origination of this traffic primarily influence the surrounding road system, with the most impact occurring at intersections where conflict due to congestion can occur. The trip assignment and distribution are used to determine and to apply the expected future project traffic to the road system and the primary roadways.

3. Traffic counts received from the Idaho State Highway Department on Highway # 33 between Victor and the Wyoming State line are as follows.

Source: District 6 Rigby office, John Becker - 01/20/1999.

### **1-2000 TRAFFIC REPORT**

A-W ENGINEERING 3/20/2001

HIGHWAY	ADT	% ADT DHV	CAPACITY DHV
Victor to Jackson SE of Victor	3500	12.07 - 423	1200
Hwy. # 33 Cedron Road Jct.	3500	11.84 - 415	2000

See appendix "Idaho Transportation Dept " 1999 Traffic Study

### **TYPICAL YEARLY TRAFFIC - STATE HWY. # 33: VICTOR TO DRIGGS**

Source is IDOT information 1999

MONTH	3500 ADT	DHV @ 20%
JANUARY	2610 ADT	522 dhv
FEBRUARY	2610 ADT	522 dhv
MARCH	2834 ADT	567 dhv
APRIL	2517 ADT	504 dhv
MAY	2360 ADT	472 dhv
JUNE	2800 ADT	560 dhv
JULY	3500 ADT	700 dhv
AUGUST	3310 ADT	662 dhv
SEPTEMBER	2710 ADT	542 dhv
OCTOBER	2220 ADT	444 dhv
NOVEMBER	2605 ADT	521 dhv
DECEMBER	2820 ADT	564 dhv



### C. PROJECT DESIGN TRAFFIC GENERATION

The project will consist of the number of trips and vehicles as shown in the chart below. The road running through the project will be classed as a "Minor Local" road. The basis of this data is the "Development and Application of Trip Generation Rates - Final report January 1985" published by US. DOT, and AASHTO "A Policy on Geometric Design of Highways and Streets.

<b>Cedron Heights</b>	<b># UNITS</b>	<b>Avg Vehicles / day</b>	<b>TOTAL TRIPS</b>
Subdivision Lots	7 Units	9.5	66
<b>TOTALS</b>			<b>66 Trips</b>

At 66 trips per day build out  
With using 16 hr day

66 ADT  
4.1 Vehicles / hr @ build out

*ADT (Average Daily Traffic) = 66 vehicles per day or 4.1 avg vehicles / hour @ 16 hour day*

*DHV (Design Hourly Vehicles) at 4.1 + 50 % of ADT = 6.0 vehicles per hour*

Peak traffic periods typically occur between the hours of 7:00 to 9:00 am and between 4:00 PM and 6:30 PM .

### IV. IMPACT ON THE COUNTY - CITY ROAD SYSTEM

"The Cedron Heights " Subdivision development will impact the Cedron County road with 6 to 12 vehicles per hour at build out. This is a minor impact onto a county road that does not have much development or traffic on it. AW Engineering best estimate is that the road may have an average of 200 vehicles per day or 12 VPH average traffic. Of course this will be higher at the peak traffic times in the morning and evening as people and students are returning from work and school. Other peak times would be as road construction is taking place in the area.

Mitigation of traffic on the County road system is accomplished by utilizing on site gravel on the projects. This a common practice and is a benefit for the county road system and the developer to have the base gravel mined on site of the project. Therefore eliminating this traffic off from Cedron County road system.

*There is only minor impact on to the County Road system with this proposed development.*

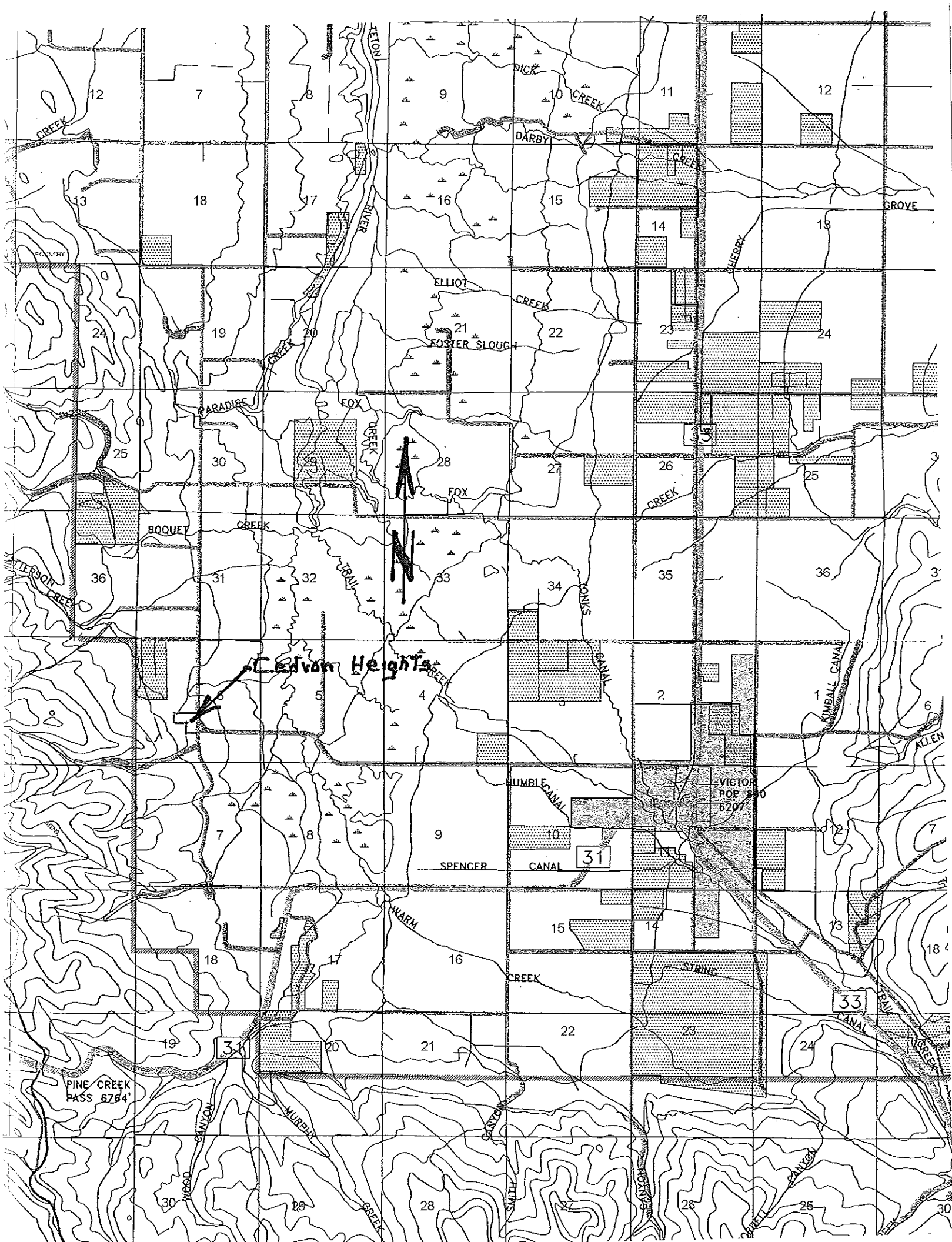
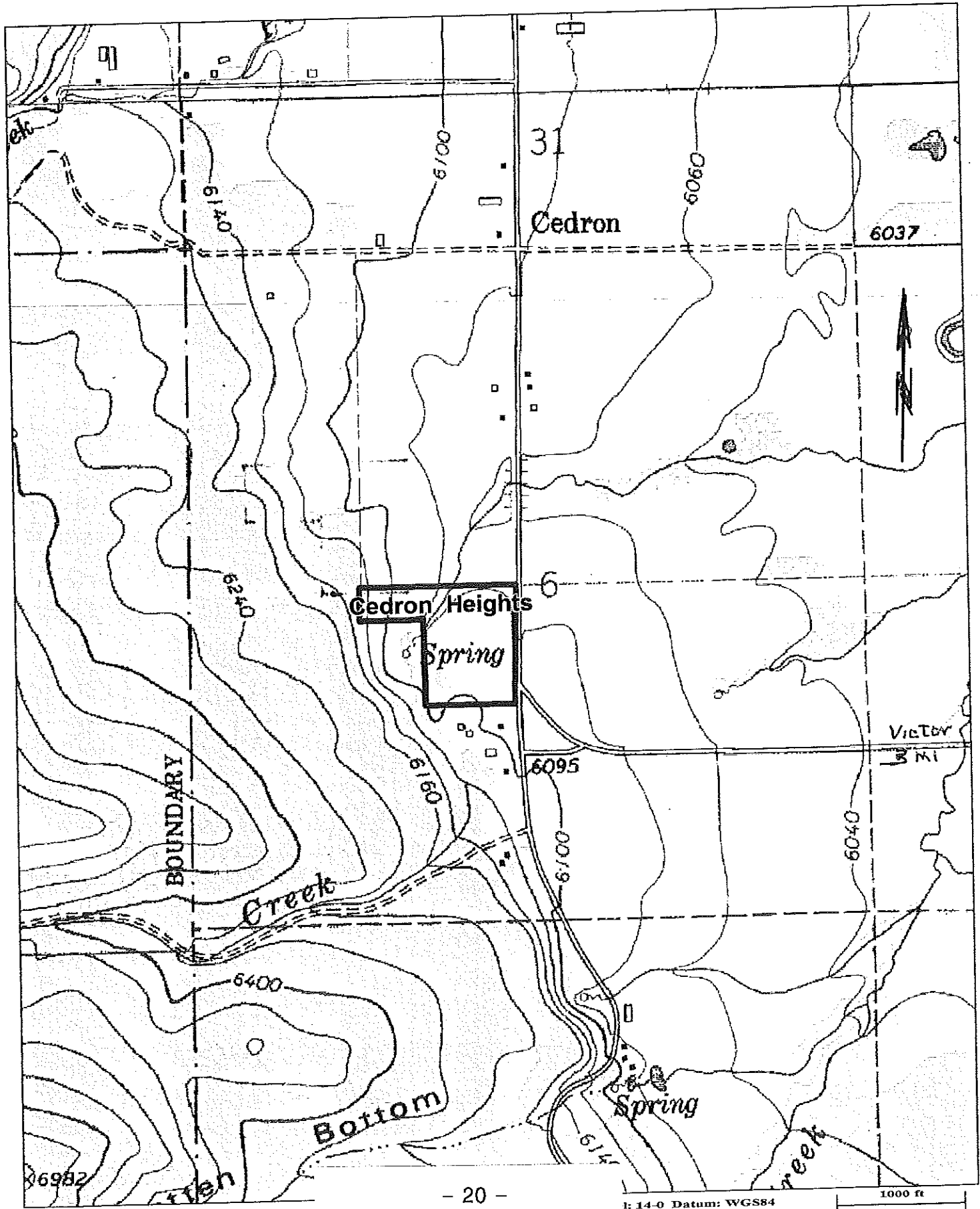
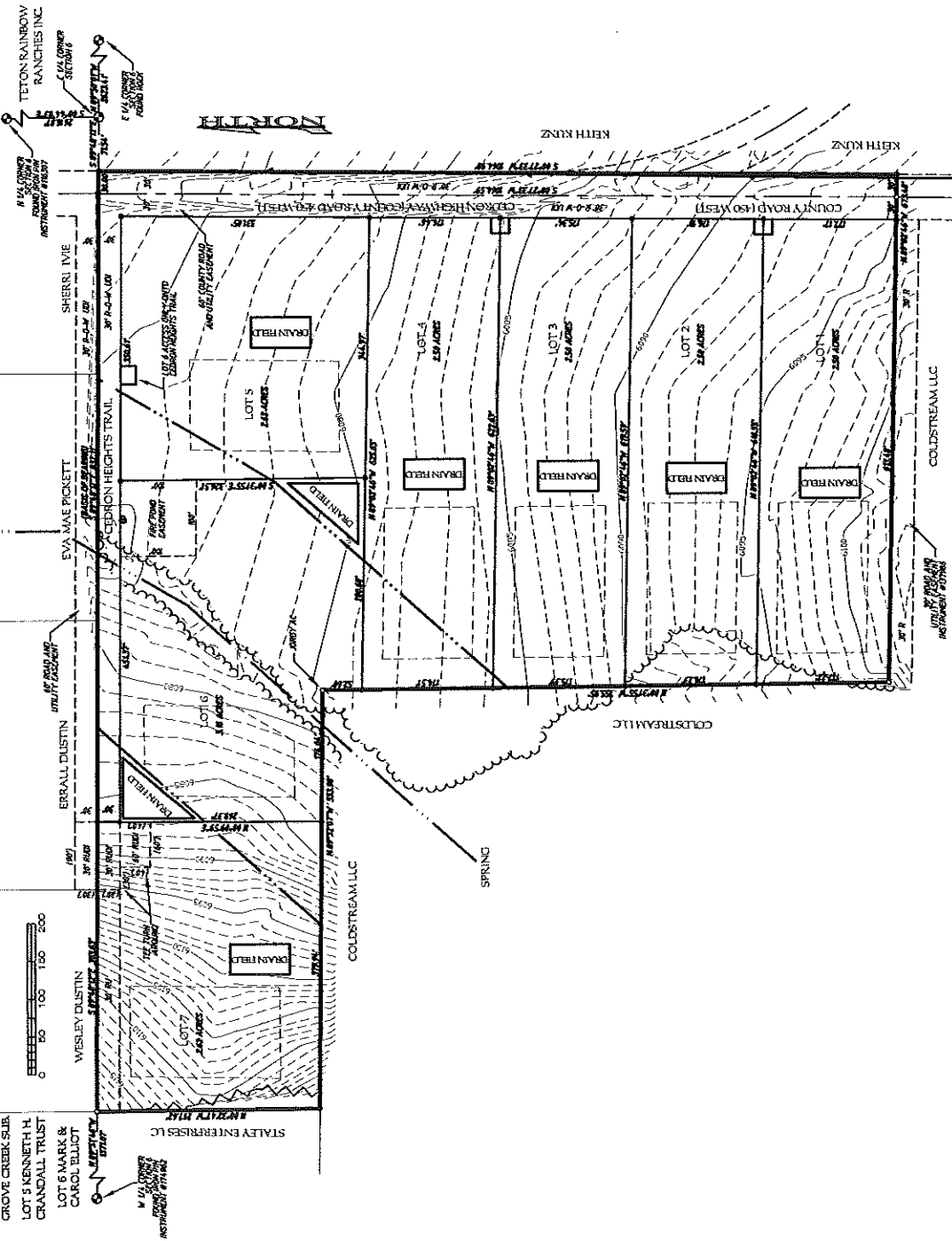
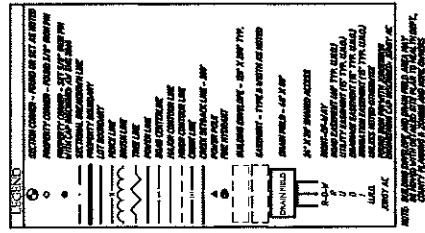


Exhibit F: Topo Map



VICINITY MAP

PART OF THE NE 1/4 SW 1/4 OF SECTION 6, T47P. 3N., R98E. 4SE.



DENSITY TABLE	
COUNTY ROAD AREA	147 ACRES
SUBDIVISION ROAD AREA	433 ACRES
LOT AREA	849 ACRES
TOTAL PROJECT AREA	2843 ACRES

**SURVEYOR'S CERTIFICATE**  
I, ARNOLD N. WOOLSTONJALE, BEING A  
REGISTERED LAND SURVEYOR / ENGINEER  
IN THE STATE OF OHIO, No. 2064, DO  
HEREBY CERTIFY THAT I DO CAUSE THE  
SURVEY OF THE TRACT OF LAND AS HEREIN  
PLATTED AND DESCRIBED.

[illegible]

PRELIMINARY PLAT  
CEDRON HEIGHTS

PART OF THE NE 1/4 SW 1/4 OF SECTION 4, T47P, 36E, R42E 4SE,  
S45E, NEWTON COUNTY, IOWA

**AV-ENGINEERING**  
235 SOUTH MAIN, P.O.  
VICTOR, IDAHO  
(208) 787-3737

**KEITH J. KUNZ &  
BETTY W. KUNZ**  
387 SOUTH 450 WEST  
VICTOR, ID 83455  
787-3763

06.02.2017	04.04.2017	06.05.2017	07.06.2017	08.07.2017	09.08.2017	10.09.2017	11.10.2017	12.11.2017	13.12.2017	14.01.2018	15.02.2018	16.03.2018	17.04.2018	18.05.2018	19.06.2018	20.07.2018	21.08.2018	22.09.2018	23.10.2018	24.11.2018	25.12.2018	26.01.2019	27.02.2019	28.03.2019	29.04.2019	30.05.2019	31.06.2019	01.07.2019	02.08.2019	03.09.2019	04.10.2019	05.11.2019	06.12.2019	07.01.2020	08.02.2020	09.03.2020	10.04.2020	11.05.2020	12.06.2020	13.07.2020	14.08.2020	15.09.2020	16.10.2020	17.11.2020	18.12.2020	19.01.2021	20.02.2021	21.03.2021	22.04.2021	23.05.2021	24.06.2021	25.07.2021	26.08.2021	27.09.2021	28.10.2021	29.11.2021	30.12.2021	31.01.2022	01.02.2022	02.03.2022	03.04.2022	04.05.2022	05.06.2022	06.07.2022	07.08.2022	08.09.2022	09.10.2022	10.11.2022	11.12.2022	12.01.2023	13.02.2023	14.03.2023	15.04.2023	16.05.2023	17.06.2023	18.07.2023	19.08.2023	20.09.2023	21.10.2023	22.11.2023	23.12.2023	24.01.2024	25.02.2024	26.03.2024	27.04.2024	28.05.2024	29.06.2024	30.07.2024	31.08.2024	01.09.2024	02.10.2024	03.11.2024	04.12.2024	05.01.2025	06.02.2025	07.03.2025	08.04.2025	09.05.2025	10.06.2025	11.07.2025	12.08.2025	13.09.2025	14.10.2025	15.11.2025	16.12.2025	17.01.2026	18.02.2026	19.03.2026	20.04.2026	21.05.2026	22.06.2026	23.07.2026	24.08.2026	25.09.2026	26.10.2026	27.11.2026	28.12.2026	29.01.2027	30.02.2027	01.03.2027	02.04.2027	03.05.2027	04.06.2027	05.07.2027	06.08.2027	07.09.2027	08.10.2027	09.11.2027	10.12.2027	11.01.2028	12.02.2028	13.03.2028	14.04.2028	15.05.2028	16.06.2028	17.07.2028	18.08.2028	19.09.2028	20.10.2028	21.11.2028	22.12.2028	23.01.2029	24.02.2029	25.03.2029	26.04.2029	27.05.2029	28.06.2029	29.07.2029	30.08.2029	31.09.2029	01.10.2029	02.11.2029	03.12.2029	04.01.2030	05.02.2030	06.03.2030	07.04.2030	08.05.2030	09.06.2030	10.07.2030	11.08.2030	12.09.2030	13.10.2030	14.11.2030	15.12.2030	16.01.2031	17.02.2031	18.03.2031	19.04.2031	20.05.2031	21.06.2031	22.07.2031	23.08.2031	24.09.2031	25.10.2031	26.11.2031	27.12.2031	28.01.2032	29.02.2032	01.03.2032	02.04.2032	03.05.2032	04.06.2032	05.07.2032	06.08.2032	07.09.2032	08.10.2032	09.11.2032	10.12.2032	11.01.2033	12.02.2033	13.03.2033	14.04.2033	15.05.2033	16.06.2033	17.07.2033	18.08.2033	19.09.2033	20.10.2033	21.11.2033	22.12.2033	23.01.2034	24.02.2034	25.03.2034	26.04.2034	27.05.2034	28.06.2034	29.07.2034	30.08.2034	31.09.2034	01.10.2034	02.11.2034	03.12.2034	04.01.2035	05.02.2035	06.03.2035	07.04.2035	08.05.2035	09.06.2035	10.07.2035	11.08.2035	12.09.2035	13.10.2035	14.11.2035	15.12.2035	16.01.2036	17.02.2036	18.03.2036	19.04.2036	20.05.2036	21.06.2036	22.07.2036	23.08.2036	24.09.2036	25.10.2036	26.11.2036	27.12.2036	28.01.2037	29.02.2037	01.03.2037	02.04.2037	03.05.2037	04.06.2037	05.07.2037	06.08.2037	07.09.2037	08.10.2037	09.11.2037	10.12.2037	11.01.2038	12.02.2038	13.03.2038	14.04.2038	15.05.2038	16.06
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## **A-W Engineering**

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**From:** "Louis Simonet" <lsimonet@co.teton.id.us>  
**To:** "Patrick Vaile" <pvaile@co.teton.id.us>; "Shelia Flores" <sflores@co.teton.id.us>  
**Cc:** <rochelle@tetontel.com>; "A-W Engineering" <aweng@tetontel.com>  
**Sent:** Monday, February 23, 2009 4:39 PM  
**Subject:** Cedron Heights access on to county roads.

Dear Planning and Zoning,

The accesses for the Cedron Heights subdivision has been reviewed and I have met with AW Engineering and they have proposed to move several of the accesses from the preliminary to the following locations as shown on the attached PDF.

These accesses will work, however the one access where it access lots, at the location of the S450W and 775S intersection between lots 4 & 5, may have to be left open for future modification of the intersection. I think that this can be worked out with the design engineer.

Please let them proceed with the application process.

If there are any questions please call.



Louis Simonet, PE  
Teton County Engineer  
89 N. Main, Suite 4  
Driggs, ID 83422  
ph: 208-354-0245  
cell: 208-313-0245  
[lsimonet@co.teton.id.us](mailto:lsimonet@co.teton.id.us)

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No virus found in this incoming message.

Checked by AVG - [www.avg.com](http://www.avg.com)

Version: 8.0.237 / Virus Database: 270.11.3/1969 - Release Date: 02/24/09 06:43:00

2/24/2009



## Subdivision and Road Name Request Form

To be completed before submitting subdivision application, and/or when changing a name of an existing subdivision or road name.

Naming of subdivisions and roads must conform to address policies, and naming requirements as adopted by the Teton County Board of Commissioners. Addressing Staff will review your request and notify you of the results.

Requested by: A-W Eng Phone: 787-2952  
Date: 9/15/08 Fax: 787-2957

IS THIS FOR A SUBDIVISION OR A ROAD?:

Subdivision / Road

IS THIS AN EXISTING NAME?:

Yes / No

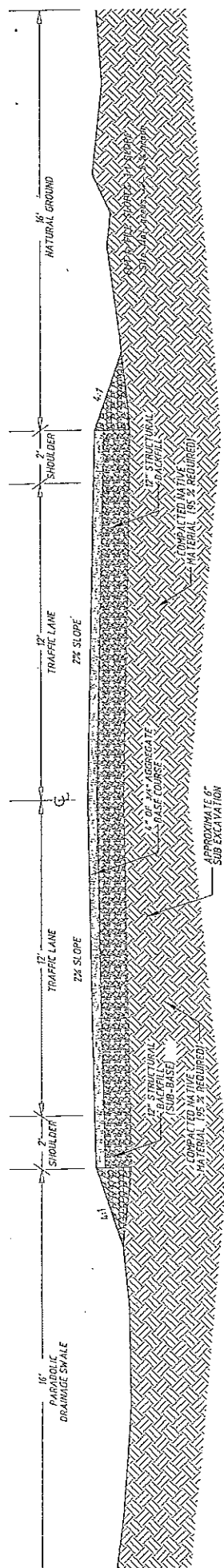
EXISTING NAME: (If applicable)

List in order of preference		FOR OFFICE USE ONLY		
	PROPOSED NAME(S)	YES	NO	NOTES
1	<u>Cedron Heights</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
2	<u>Cedron Heights Trail</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
2				
3				
4				
5				
6				
7				
8				
9				
10				

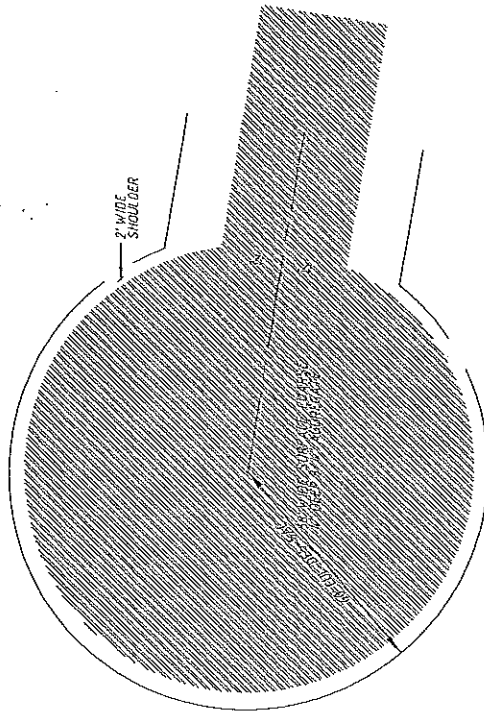
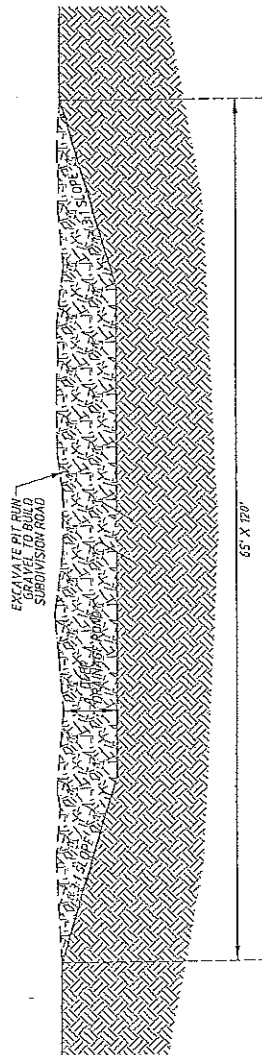
Sub  
Road  
Name

FOR OFFICE USE ONLY	Name	Date
Reviewed:	<u>[Signature]</u>	<u>9/15/08</u>
Database:		
Return Notice:		

# TYPICAL COUNTY ROAD CROSS-SECTION



## TYPICAL DRAINAGE CATCH BASIN PIT RUN GRAVEL MATERIAL TO BE EXCAVATED TO BUILD SUBDIVISION ROAD



NOTE:  
ALL CONSTRUCTION SHALL CONFORM TO THE  
TETON COUNTY HIGHWAY AND STREET LINES FOR  
DESIGN AND CONSTRUCTION (TETON COUNTY STANDARDS)  
AND THE IDAHO STANDARDS FOR PUBLIC WORKS  
CONSTRUCTION (ISPMW) AS AMENDED. THE CONTRACTOR  
IS REQUIRED TO MAINTAIN A COPY OF EACH STANDARD ON  
THE JOB SITE WHILE WORK IS BEING PERFORMED. IN CASES  
OF CONFLICT BETWEEN THE STANDARDS, THE CONTRACTOR  
SHALL FOLLOW THE TETON COUNTY STANDARDS FIRST,  
AND THEN THE ISPMW.  
SIGN TO MEET COUNTY STANDARDS - MIN OF 4" X 4" POST  
LANDSCAPING BY OWNER - SEE LANDSCAPING PLANS FOR DETAIL

PIT RUN REQUIRED FOR ROAD - 795 CU. YDS.  
PIT RUN EXCAVATED FROM POND - 795.39 CU. YDS.

## - ROAD PLANS - LUPINE MEADOWS SUBDIVISION PART OF THE NE 1/4 SW 1/4 OF SECTION 6, TWP. 3N., RING 4SE, B.M., TETON COUNTY, IDAHO

J. RAY & JOSEPHINE  
DURTSCHI  
3809 N. 39TH STREET  
BOISE, ID 83703-4515  
(208) 342-3772



255 SOUTH MAIN P.O. BOX 139  
VICTOR, IDAHO 83455  
(208) 787-2952 [aweng@tetontel.com](mailto:aweng@tetontel.com)

SHEET 3 OF 4

PROJECT NUMBER: 2008-100

REVISION BY: B.M. 07/09/09

PRELIMINARY

11/14/06

ROAD PLANS/DWG

10/02/08

DRAWN BY: B.M.

REVISED BY: B.M.

07/09/09

APPLICATION FOR LICENSE  
To work within the  
PUBLIC RIGHTS OF WAY OF THE COUNTY OF TETON

To be filed with the  
OFFICE OF TETON COUNTY ROAD & BRIDGE

Date \_\_\_\_\_

Permittee \_\_\_\_\_  
(Complete Name/Business)

Address \_\_\_\_\_  
(Number and Street/P.O. Box)

\_\_\_\_\_  
(City) (County) (State) (Zip)

Phone \_\_\_\_\_  
(Area Code) (Social Security/Tax ID#)

- ☐ Individual  
☐ Partnership  
☐ Corporation  
☐ LLC  
☐ Other \_\_\_\_\_

- ☐ Original Application  
☐ Renewal Application

Construction Address: \_\_\_\_\_  
(Physical Address; please attach a copy of parcel/plot map with location of approach)

For: ☐ New Construction (**must be staked or painted**) ☐ Repair/Replace

In the: ☐ Easement, ☐ Street

Purpose of Construction:

- |  |   |                                    |                                      |
|--|---|------------------------------------|--------------------------------------|
| <input type="checkbox"/> Private Driveway Approach | <input type="checkbox"/> Sanitary Sewer | <input type="checkbox"/> Gas       | <input type="checkbox"/> Fence       |
| <input type="checkbox"/> Mini Sub-Division         | <input type="checkbox"/> Storm Drain    | <input type="checkbox"/> Telephone | <input type="checkbox"/> Sprinkler   |
| <input type="checkbox"/> Sub-Division              | <input type="checkbox"/> Water          | <input type="checkbox"/> TV        | <input type="checkbox"/> Cross Drain |
| <input type="checkbox"/> Curb & Gutter             | <input type="checkbox"/> Electric Poles | <input type="checkbox"/> Fence     | <input type="checkbox"/> Other _____ |

Excavation By: \_\_\_\_\_  
(Company Name) (Contact) (Phone No.)

Estimated Construction Start Date: \_\_\_\_\_

**CONDITIONS OF PERMIT**

1. The UTILITY OWNER shall submit PLANS for any UTILITY MAIN LINE to the Teton County Road & Bridge Department for approval and "AS-BUILT DRAWINGS" after construction.
2. The CONTRACTOR shall notify the Road & Bridge Department at least (1) ONE WORKING DAY in advance of any location and/or work. All work shall commence within (3) THREE WORKING DAYS of utility location or a new permit shall be required.
3. The CONTRACTOR shall furnish and maintain all traffic control devices in conformance with the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.).
4. All TRENCHES shall be worked 8 HOURS PER WORKING DAY until back filled, unless otherwise approved the Teton County Road & Bridge Department.
5. Excavated material shall be kept orderly and shall cause as little inconvenience to the traveling public as possible. The construction area shall be neatly cleaned up and all waste material shall be removed and disposed of as directed by the Teton County Road & Bridge Department.
6. Permanent pavement patches shall be made within (3) THREE DAYS of backfill unless otherwise approved.



7. Permittee warrants the adequacy and continued satisfactory condition and function of any backfill and/or permanent patch installed by permittee under this permit for a period of (1) ONE year after construction has been accepted by the Teton County Road & Bridge Department.
8. All work described herein shall be performed in accordance with the current BUILDING CODE, ELECTRICAL CODE, \_\_\_\_\_? Or other applicable ordinances. Any work not conforming to these conditions may be corrected by Teton County, and the cost of such corrective work may be billed to the permittee.
9. ISSUANCE OF THIS PERMIT ONLY ALLOWS CONSTRUCTION AND/OR EXCAVATION WITHIN A PUBLIC RIGHT-OF-WAY OR EASEMENT FOR THE IMPROVEMENTS INDICATED ABOVE, AND DOES NOT RELIEVE PERMITTEE FROM THE RESPONSIBILITY TO OBTAIN A BUILDING PERMIT, SPECIAL USE PERMIT, VARIANCE OR OTHER APPROVAL REQUIRED BY LAW.

I hereby certify that I am familiar with the Teton County Code Sections.....

\_\_\_\_\_  
Signature of PERMITEE

\_\_\_\_\_  
(Title - Owner/Officer)

(For Office Use Only)

RECEIVED BY: \_\_\_\_\_ DATE: \_\_\_\_\_ COST: \_\_\_\_\_  
(INITIALS) (PRIVATE \$30., COMMERCIAL \$60.)  
PAID: ☐ YES, ☐ NO ☐ CHECK \_\_\_\_\_ ☐ CASH ☐ OTHER \_\_\_\_\_  
(NUMBER)

CULVER REQUIRED: ☐ YES, ☐ NO IF REQUIRED, SIZE \_\_\_\_\_

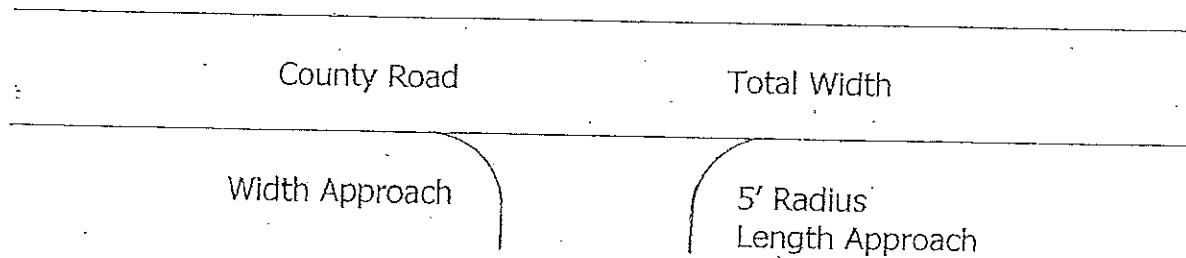
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_  
SPECIAL CONDITIONS:

COPY TO PLANNING & ZONING: ☐ YES, ☐ NO DATE: \_\_\_\_\_ BY: \_\_\_\_\_  
(INITIALS)

### Approaches to County Roads:

Subdivisions will be limited to two (2) new approaches per ¼ mile onto any and all paved county roads and other arterial roads as designated by the County Commissioners. For un-subdivided land the County Road Supervisor – Ralph Egbert, will review approaches. All approach sites will be cleared through the county.

Road Use	Width Approach	Length Approach	Radius of County Road	Total Width of County Road
Subdivision	30'	50'	5'	40'
Private Driveway	20'	50'	5'	30'

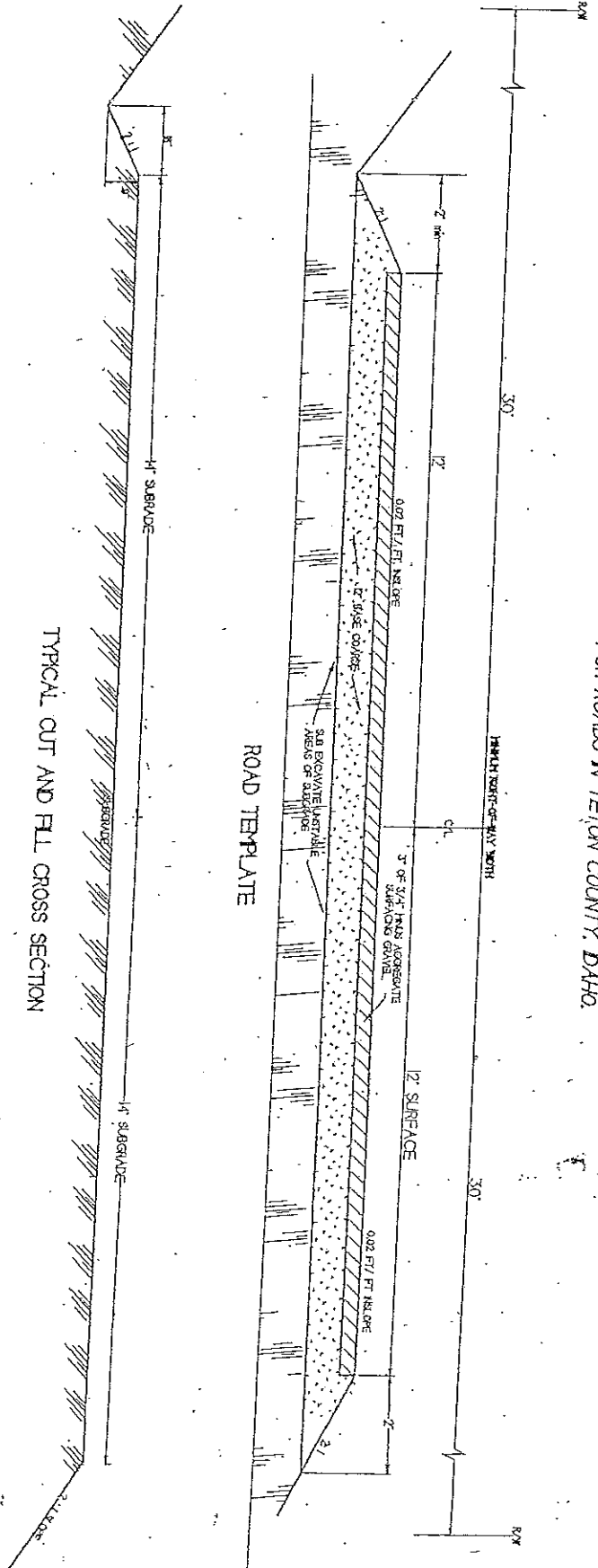


Drainage: All approaches must be lower than County Roads to facilitate drainage away from the County Roads. Pipes shall be located and sized to provide adequate drainage for road ditches and drainages. Minimum diameter for cross drains shall be 18" inches. Minimum diameter for approaches shall be 12" inches. Culverts may or may not be required by the County at all approaches.

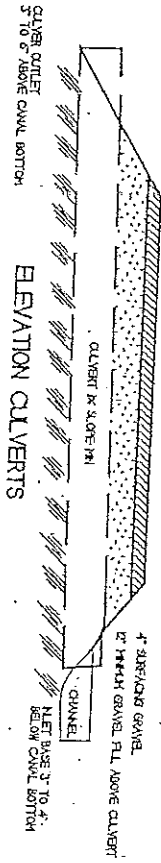
Clearing: For all Sub-divisions a 60' ft. road right-of-way shall be cleared of trees and shrubs to facilitate snow removal and sight distance on the roadway, unless the county approves less clearing. The minimum clearing allowed will be eight (8)' ft back from the road shoulder.

# ROAD TEMPLATE and TYPICAL CROSS SECTION FOR ROADS IN TETON COUNTY, IDAHO

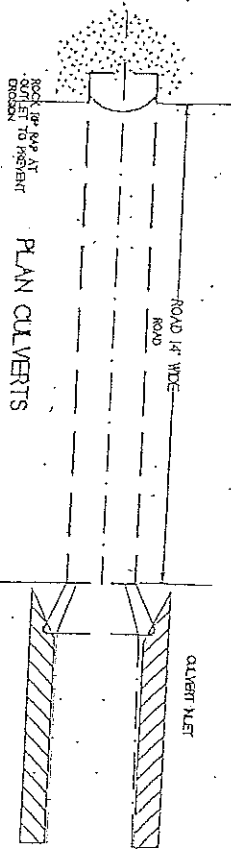
ROAD TEMPLATE



TYPICAL CUT AND FILL CROSS SECTION



ELEVATION CULVERTS



PLAN CULVERTS

FLS	FLS	FLS	FLS
0 - 2	3:1	0 - 2	3:1
2 - 5	2:1	2 - 4	2:1
5 - 8	1.5:1	4 - 6	1:1

SLOPE CHART CUT & FILL

ROADWAY WIDTH & DEPTH	ROADWAY WIDTH & DEPTH	ROADWAY WIDTH & DEPTH	ROADWAY WIDTH & DEPTH
12' SURFACE	12' SURFACE	12' SURFACE	12' SURFACE
12' SURFACE	12' SURFACE	12' SURFACE	12' SURFACE
12' SURFACE	12' SURFACE	12' SURFACE	12' SURFACE

ROADWAY WIDTH & DEPTH

TETON COUNTY, IDAHO  
TYPICAL ROAD STANDARDS

Teton County Road Dept  
P.O. BOX 130  
VICTOR, IDAHO 83455  
208-737-2002

A. W. ENGINEERING  
P.O. BOX 130  
VICTOR, IDAHO 83455  
208-737-2002

DRAWN BY: 3-1-96 SHEET: 9B-10 OF

# **CEDRON HEIGHTS SUBDIVISION**

## ***FISCAL IMPACT ANALYSIS***

### **INTRODUCTION**

The purpose of this fiscal analysis is to evaluate possible fiscal impacts the proposed Cedron Heights Subdivision could create on Teton County, Idaho service providers such as the Sheriff's Department, emergency services, the hospital and the school district. The model used for this report is the "Targhee Hills Estates Analysis of Fiscal, Service and Social Impacts".

Higher than average property values due to the location of Cedron Heights, coupled with potential second-home ownership, in the event any houses are constructed, along with second-home ownership rates which benefit the Country through not granting the Homeowners' Exemption, all result in benefits to Teton County, Idaho. These benefits should create excess funds for county services.

The county requirement for a fiscal impact analysis was adopted after the preliminary plat application for Cedron Heights was submitted to the Planning & Zoning Dept. However, the stated position of the Planning & Zoning Commission is to require the analysis anyway.

Regarding a Fiscal Impact Analysis , the following similarities between Lupine Meadows Subdivision and Cedron Heights Subdivision need to be taken into account.

- 1) Both developments are being created to gift inheritances to the owners' children with Lupine Meadows having 6 lots and Cedron Heights having 7 lots, with one lot being retained by the owners.
- 2) It had not been made clear to either the owner or his engineer that the requirements for a Fiscal Impact Analysis and Traffic Report would be applicable to either Lupine Meadows or Cedron Heights because of the date of the preliminary plat application for both development.

Therefore it was determined by the Planning & Zoning Commission that a simplified analysis for

Lupine Meadows and Cedron Heights would be acceptable. Based on that directive, the following simplified analysis is being submitted.

### **PROJECT OVERVIEW**

Cedron Heights is located in a part of the Northeast quarter Southwest quarter of Section 6, Township 3 North, Range 45 E., B.M. Teton County, Idaho. Refer to the attached "Exhibit A".

It encompasses approximately 20.42 acres, which is to be divided into 7 lots as an inheritance distribution to the owner's six children and the remaining lot to be retained by the owners.. The owners are the applicants for the subdivision application.

Each of the six children have their primary homes and families in locations outside of Teton County, Idaho. None live here. Although there is no way to predict what each child will do with their individual land inheritance, this is not a subdivision which is placing lots for sale on the open market as soon as the plat is recorded. There are no pending plans for lot sales. Only one heir has expressed a desire to construct a vacation home.

## PROPERTY TAX LEVY RATES

Cedron Heights is in Teton County District 6. The Teton County Assessor's Office has a detailed breakdown by levy, with a total property levy of .006058621.

Number of homes:7

Estimated value of each home		\$ 300,000
Combined value of all homes		\$2,100,000
Estimated tax valuation		\$ 300,000 (not primary residences)
Estimated total value		\$12,723.06
Levy	Rate	Taxes generated
County general fund	.001277474	\$2,299.32
City	N/A	N/A
Tort	.000008722	15.66
Bond	.000533322	959.94
Emergency	.000075628	136.08
Plant facilities	.000183085	329.40
Supplemental	.000915423	1,647.72
Cemetery-		
Cache/Clawson	.000041539	74.70
Fire protection	.000928739	1,671.66
Library	.000074292	133.56
Ambulance	.000227293	408.96
Hospital Spec	.000600000	1.080.00

**Total: .006058621 \$12,723.06**

The tax revenue generated on vacant lots, which is the plan for this subdivision, is assumed, based on Teton County data, to be approximately 25 percent of the total value of a housing unit. This would then equate to \$3,180.77.

This is calculated under the assumption that the lot price is assumed to be a percentage of the total value of the finished product (i.e. home and land). Based on data collected in Teton County, land is attributable to approximately 25 percent of the total value of a housing unit.

While a minimal amount, it is still funds collected by Teton County with no outlay of county services since there are no residents using county services.

The owners are assuming responsibility for the maintenance of the subdivision including snow removal, weed control, fire protection and road maintenance. The maintenance will be funded by dues paid by each of the lot owners.

The county assesses property taxes based on the estimated market value of land, structures or both. Only when the taxable value of each lot or each lot with a residence is determined, can property tax revenues be accurately projected.

### **FIRE PROTECTION**

Teton County has joined with the three cities of Driggs, Tetonia and Victor in a joint fire district. It has its own volunteer Fire Department with a full-time fire chief and fire marshal. County coverage is increased by having all fire fighting equipment under the control and direction of one fire marshal as well as streamlining management via a board of three Fire Commissioners.

Cedron Heights is anticipating a long range view before the Fire Department will be impacted to any degree by this division of land as an inheritance settlement. In the interim time, the Fire District will be collecting funds from the taxes paid by each individual family heir as a lot owner.

### **POLICE PROTECTION**

Operating and maintenance expenses associated with law enforcement and police protection are covered through property taxes, intergovernmental revenues and fines.

The Teton County Sheriff's office is responsible for law enforcement within Teton County, including the three cities of Tetonia, Driggs and Victor that are located within the county. In addition to the sheriff's office, there is one Idaho State Police Officer who is stationed in Driggs. The sheriff's office currently has one full-time sheriff, ten deputies and six clerk/dispatchers on staff. Police demands are increasing as the population of the valley increases, yet they lack funding to add additional help. A current challenge is the lack of a local jail facility. At present, inmates are shipped to Madison County to serve their sentences and await hearings.

Again, because of no foreseeable immediate development of the lots in Cedron Heights, impact on the sheriff's office is not anticipated.

### **SCHOOLS**

This is a very speculative issue to address specifically for Cedron Heights because each of the future lot owners have their primary residences in other areas, are raising their children in those other areas and therefore are not expected to have any impact on the Teton School District. However, their property taxes are still making a contribution via school bonds and levies.

If Cedron Heights was theoretically a primary residence development, the subdivision could add 1.49 students to the Teton School District, with those 2.49 students spread over 13 grades. In November, 2007, the school district had a pupil/teacher ratio of 18.83/1. The projected 1.49 students would still keep this ratio under 19/1.

### **ROADWAYS**

Per the accompanying Traffic Study Report, Cedron Heights will have potential impact on Cedron Highway (County Road 4500 West). At the future time when Cedron Heights is built out, the computed daily traffic trips generated by this development is 54. Cedron Heights will fund its proportionate share of ongoing capital improvements and maintenance of County roads through the payment of property taxes. See the TSR for specific data.

### **SOCIAL IMPACT ASSESSMENT**

The last census occurred in 2000, which stated the population of Teton County was 5,999. From that year until 2006, Teton County did experience a 30.7 percent increase. However, the national economic downturn as well as the additional, stringent costly county requirements for development applications, have resulted in a significant loss of employment opportunities, not only in the construction business, but in title companies, engineering companies, service businesses, plumbing and electrical businesses, etc.



The next census is scheduled for 2010, starting in February of that year with the count to be completed by April. It could be a reflection of the loss of employment opportunities as seen by population numbers. The current scenario seems to indicate that any people currently moving into Teton County, Idaho are working in Teton County, Wyoming, not in Idaho.

#### Population: Cedron Heights

Based on the current owner's goal of deeding the lots to each of his six children as an inheritance and retaining one for himself, there is no immediate forecast of primary vs. second home owners in Cedron Heights. However if the theoretical projection of 50 percent of the residential lots were primary residents,, and using a typical estimate of 2.84 persons per household, the addition to the county population could be 10 persons, with another 10 second homeowners.

#### WASTE

Teton County has closed their prior landfill and now has a transfer station located approximately one mile East of Driggs. Solid waste is transferred to Jefferson County. Each home in the county is taxed an average of \$130.00/year to cover this cost.

Teton County has no individual trash collection services, but Voorhees Sanitation collects waste from home and delivers it to the transfer station. This service is billed to each home owner who contracts for this service.

Once again, Cedron Heights is contributing tax money towards a county service which they are not using.

## **MEDICAL SERVICES**

Teton Valley Hospital is owned by Teton County. Currently it is undergoing re-structuring with the help of Bingham Memorial Hospital to overcome a challenging financial situation.

It is a 13 bed-hospital with three family practice physicians, additional mid-level practitioners as well as courtesy physicians who have hospital privileges. The hospital board is also investigating the option of re-opening the Victor clinic.

The hospital also supports two ambulances, approximately fifteen certified EMT's and a full nursing staff.

Once again, except for an unexpected situation, the lot owners of Cedron Heights are contributing funds through taxes for the ambulance district and the hospital emergency levy, without having a residence in Teton County.

## **PUBLIC FINANCIAL CAPABILITIES FOR SUPPORTING SERVICES**

Teton County is in a difficult situation because of state-imposed financial restrictions that make it difficult for growth to pay its own way. However Teton County has now adopted impact fees to help alleviate that financial stress. Additionally, the present status of Cedron Heights as an inheritance settlement with each heir residing outside of Teton County, allows for the property taxes collected from these lots to be income only for the county with no or extremely insignificant cost to the county for public services.

An effort to maintain or even increase property values is critical because 55 percent of the County's general fund revenues and 33 percent of all county revenues consist of property tax revenue.

The State of Idaho limits property tax supported government expenditures to a 3 percent annual

growth rate, with exemptions for changes in land use and new construction.

In the State of Idaho, sales taxes are collected at the state level and distributed to local governments by formula. A portion of the sales tax distribution to counties is based on county populations.

Seasonal visitors and land owners hopefully impact restaurants, gas stations stores and other services, thus increasing the amount of sales tax collected.

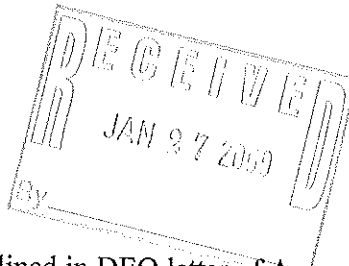


January 19, 2010

RMEA 08-0162

Idaho Dept. of Environmental Quality  
900 North Skyline Dr., Ste. B  
Idaho Falls, ID 83402

Attn: William Teuscher, PE



Re: Workplan to address concerns outlined in DEQ letter of August 18, 2009 regarding DEQ review of Cedron Heights Subdivision Level 1NP Study, Victor, Idaho.

Dear Mr. Teuscher,

Rocky Mountain Environmental Associates is submitting this workplan to address concerns outlined in your letter of August 18, 2009 to Patrick Vaile, Teton County P&Z Administrator regarding the Water Quality Impact Analysis (NP Evaluation) required for site plan approval of the Cedron Heights Subdivision in Teton County. A critical reason for the delay in responding to your letter was related to the request for additional site specific data, and discussions with the applicant and his engineer as to the possible range of work that might be necessary to satisfy this request, and associated costs. The applicant, Mr. Keith Kunz, is not a large developer, but rather a landowner seeking to provide a single building lot for each of his children. The owners of smaller properties seeking to subdivide are at a disadvantage in responding to requests for site-specific studies that require an undetermined amount of sampling analysis, and possibly costly well-drilling and aquifer testing. The developers of large properties can amortize such costs over dozens of properties, whereas the developer of a small property with a handful of residential lots may find this burden prohibitive. We have, therefore, endeavored to identify the most efficient methods of providing the additional information necessary for you to complete your review of the site, without placing an extraordinary financial burden on Mr. Kunz.

The following describes our proposed approach to providing the requested information to DEQ. The item numbers correspond to the comment numbers on the August 18, 2009 letter. With the exception of Item #3, this letter is written as a workplan, which we would like to receive feedback on prior to proceeding with the additional work. Because of the possible significant costs associated with Item #3, we have recently conducted additional field studies to identify the local groundwater gradient, and have presented that information here.

is slightly greater on the west side of the site, and slightly lower on the east side. Our map places the 6050 groundwater elevation contour in essentially the same position as depicted by Kilburn (1964).

It is important to understand that the groundwater table is very shallow in much of the area east of Cedron Road as indicated by the presence of numerous spring creeks and wetlands. This area is essentially a groundwater discharge zone, with a very flat gradient. Given area topography, it is not correct to assume a uniform gradient from the site to the Teton River.

Item #4.

This concern questions the use of a sewer flow of 300 gallons per day per home in our analysis, and also asks how Mr. Kunz can insure that this volume will not be exceeded. It is our understanding that DEQ has approved the use of this flow for four bedroom homes in the past. Mr. Kunz is willing to limit, by covenant, the size of the homes to be built on the property to four bedrooms per residence. This can be further assured through a Teton County process that would not issue a building permit for bedroom additions without the applicant further addressing the issue of an increased volume of sewer flow.

Item #5.

This concern notes that Lots 6 and 7 could directly impact the creek, and that there should be an attempt to determine if “there is a hydraulic connection between shallow groundwater and the creek”. We interpret this to mean that there is a concern that Grove Creek is a gaining stream as it flows across the property, either from perched water inputs or discharge from the upper portion of the underlying aquifer, and that an upgradient drainfield could therefore directly impact the creek. Based on our groundwater level measurements in the site area, it is likely that the groundwater table associated with the upper unconfined aquifer lies well below the elevation of the channel of Grove Creek, probably 20 to 40 feet below. There could of course be a localized perched water zone that could intercept downward moving drainfield effluent, and such a zone could conceivably discharge to the stream and could explain the presence of a narrow band of wetlands along the stream.

RMEA proposes two forms of investigation to address this concern. First, we will attempt to install two monitoring wells (piezometers) on the west side of the creek using hand augering equipment (Figure 1). The wells will be completed to a depth below the adjacent channel elevation of the creek, and will be checked from the presence of water a minimum of one week following installation. We will also log the shallow soil conditions encountered in each boring. Second, we will perform a surface water flow measurement in the creek where it enters the site on the south side, and at the northern site boundary where the stream exits the property. This will be done to determine if there is a gross loss of flow in the stream as it crosses the property, indicating a losing condition.

Item #6

This concern addresses the need for an evaluation of possible impacts to down gradient

surface waters and/or wetlands by phosphorus. This concern will be addressed by the sampling program detailed above, as well as by the efforts to determine the gaining or losing status of Grove Creek as it crosses the site (also detailed above).

Item #7

This concern relates to possible pathogen contamination associated with the proposed drainfields. Pathogen concerns will be addressed through a detailed evaluation of soil textural characteristics at the site, using both the hand auger boring data as well as information collected during previous test pit excavation for the Health District.

Item #8

This concern notes the need for consultation with the Health District in the proper location and permitting of the site drainfields. RMEA and the applicant's engineer, AW Engineering, will work closely with the Health District to ensure compliance with their requirements.

We appreciate your time in reviewing this workplan, and would like to discuss it with you prior to conducting additional work at the site. We also want to state that we recognize the value and importance of maintaining water quality in Teton Valley, and we want to work with you to ensure the best possible data collection effort, while using the most efficient and cost effective approaches. In view of the additional level of analysis of this site, we would also like to have the opportunity to revisit each input parameter to the Level 1 spreadsheet, as with the adjustment we will be making with respect to the hydraulic gradient, to ensure the use of the most technically defensible values.

Please feel free to call or email me at your convenience.

Sincerely,



John B. Rice, Jr., PG  
President

enclosures: Figure 1. Site Sampling Location Map  
Figure 2. Groundwater Elevation Map

cc: AW Engineering  
Keith Kunz

**Figure 1. Site Sampling Location Map**

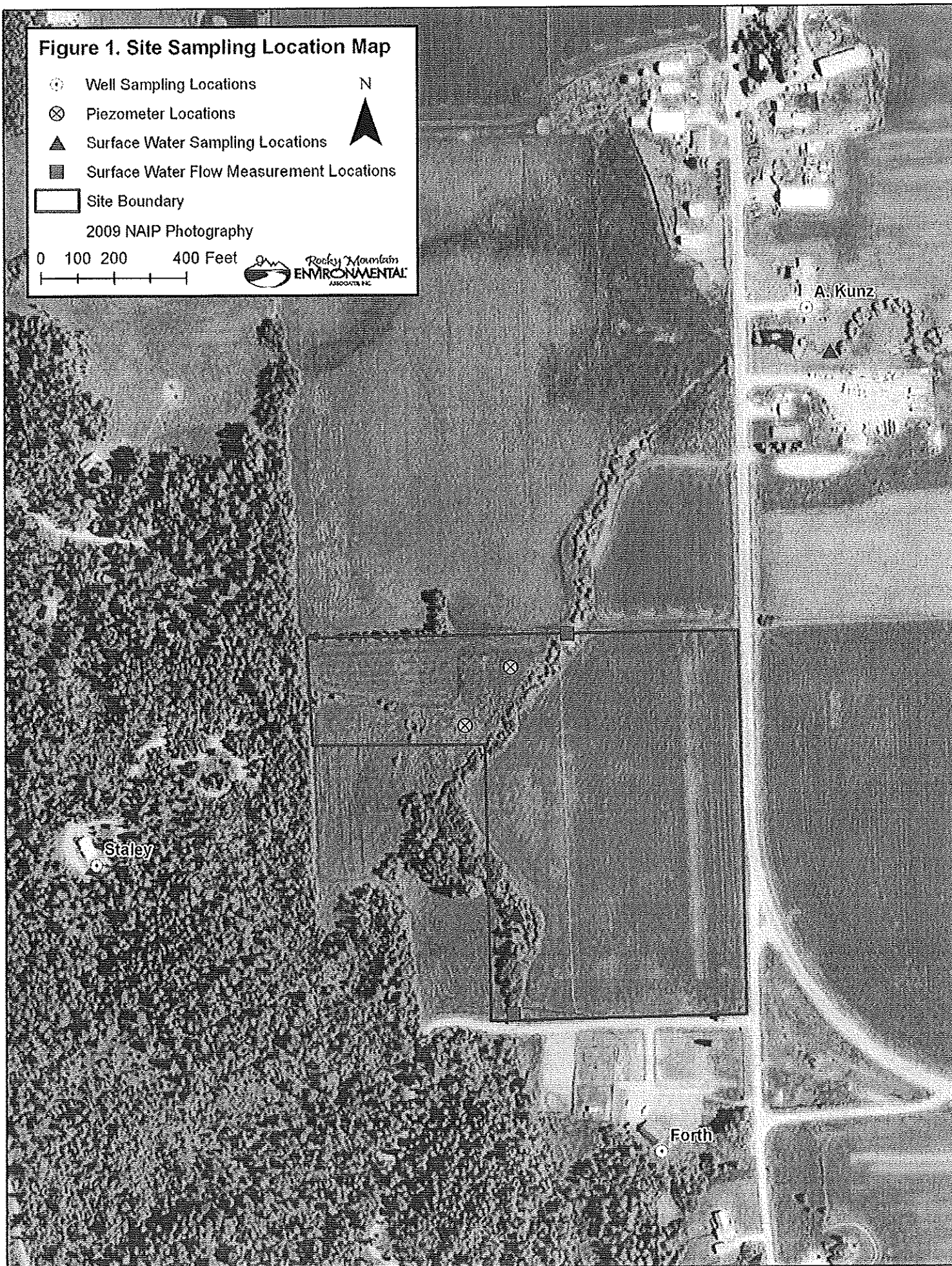
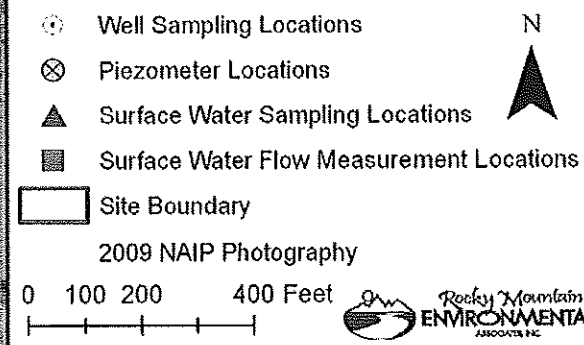




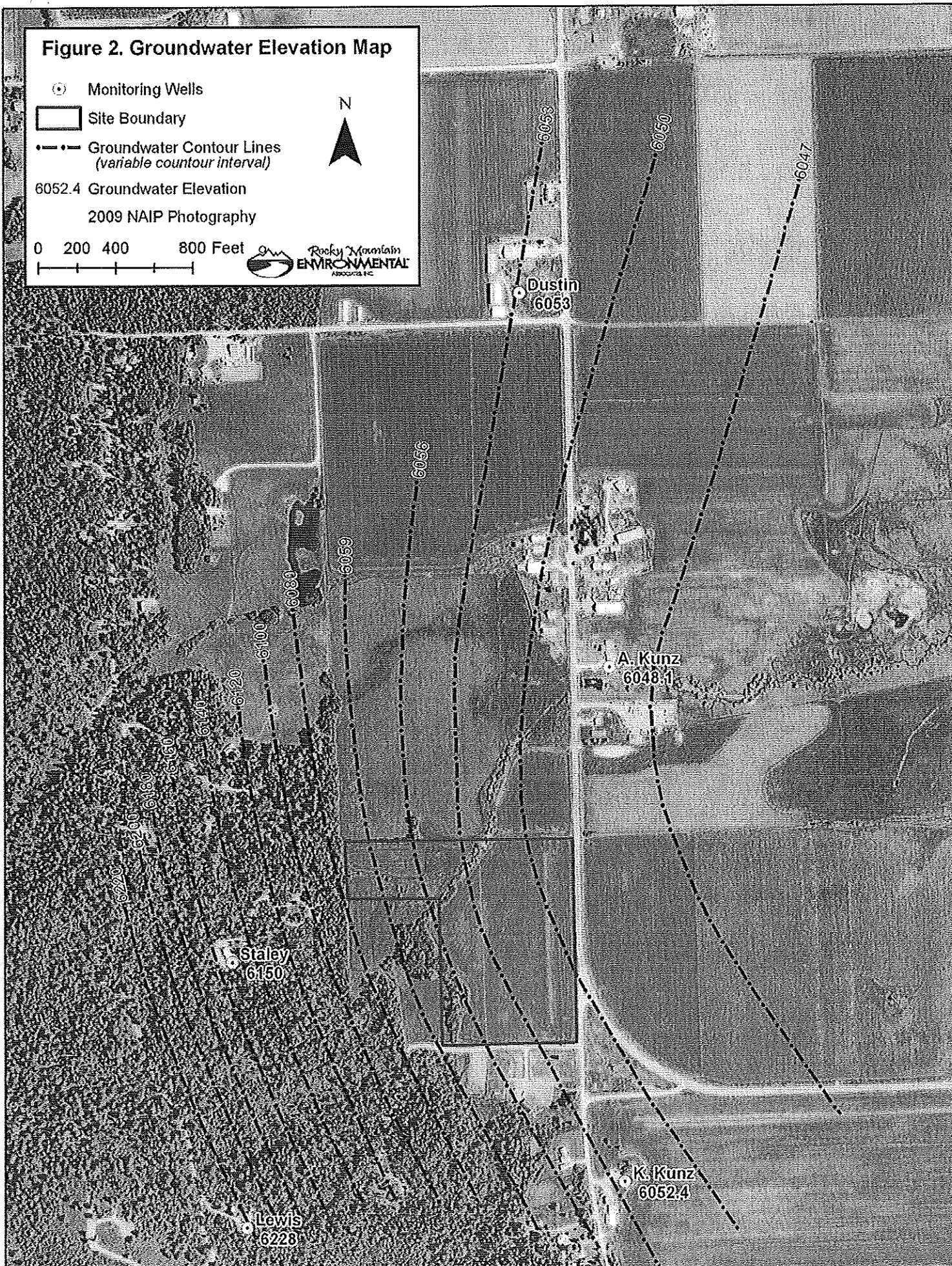
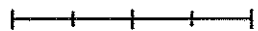
Figure 2. Groundwater Elevation Map

- Monitoring Wells
- Site Boundary
- Groundwater Contour Lines  
(variable contour interval)

6052.4 Groundwater Elevation

2009 NAIP Photography

0 200 400 800 Feet





**A-W ENGINEERING**

**From:** "John B. Rice, Jr." <jrice@rockymountainenvironmental.com>  
**To:** "'A-W ENGINEERING'" <aweng@silverstar.com>; <kbkunuz@hotmail.com>  
**Cc:** "'Nancy Liebrecht'" <nancyl@rockymountainenvironmental.com>  
**Sent:** Wednesday, January 20, 2010 3:35 PM  
**Subject:** FW: Cedron Heights NP Workplan

Hi Keith and Arnold,

Below is a response I just received from Willie T. of IDEQ regarding our workplan submittal. This answers our question about whether these reviews are now being done solely by Willie in the local IDEQ office, and/or by IDEQ Boise (Bruce is in the Boise office). I have talked with him in the past but don't really know him. He's a very technically/quantitatively oriented modeler type. Our preference would have of course been for Willie to be the sole reviewer. I'll call Willie and see if I can get any more information about where the whole NP mess is currently, and I'll ask him to push Bruce if he can.

John

---

**From:** William.Teuscher@deq.idaho.gov [mailto:William.Teuscher@deq.idaho.gov]  
**Sent:** Wednesday, January 20, 2010 3:25 PM  
**To:** jrice@rockymountainenvironmental.com  
**Subject:** RE: Cedron Heights NP Workplan

John I have received your e-mailed and I have forwarded the proposed work plan to Bruce Wicherski in our state office for his input and consideration. Thanks, Willie

---

**From:** John B. Rice, Jr. [mailto:jrice@rockymountainenvironmental.com]  
**Sent:** Tuesday, January 19, 2010 4:27 PM  
**To:** William Teuscher  
**Cc:** kbkunuz@hotmail.com; 'A-W ENGINEERING'  
**Subject:** Cedron Heights NP Workplan

Hi Willie,

Attached is a workplan outlining tasks and approaches designed to address specific concerns you identified in your August 18, 2009 letter regarding our Level 1 NP report for the subject site in Teton County. We would very much like to discuss the specifics of our proposed plan with you after you have had chance to review the attached. Please let me know you received this. The owner is anxious to move forward with the work due to deadlines imposed by the county. Thanks

John

**John B. Rice Jr., P.G.**

*President*

482 Constitution, Idaho Falls, ID 83402

E-Mail: [jrice@rockymountainenvironmental.com](mailto:jrice@rockymountainenvironmental.com)

VOICE: 208-524-2353 ||| FAX: 208-524-1795




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No virus found in this incoming message.

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Version: 8.5.432 / Virus Database: 271.1.1/2634 - Release Date: 01/20/10 09:12:00

1/21/2010

**A-W ENGINEERING**

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**From:** "John B. Rice, Jr." <jrice@rockymountainenvironmental.com>  
**To:** <William.Teuscher@deq.idaho.gov>  
**Cc:** <kbkunz@hotmail.com>; "A-W ENGINEERING" <aweng@silverstar.com>  
**Sent:** Tuesday, January 19, 2010 4:27 PM  
**Attach:** Cedron Heights NP Workplan w Figs.pdf  
**Subject:** Cedron Heights NP Workplan

Hi Willie,

Attached is a workplan outlining tasks and approaches designed to address specific concerns you identified in your August 18, 2009 letter regarding our Level 1 NP report for the subject site in Teton County. We would very much like to discuss the specifics of our proposed plan with you after you have had chance to review the attached. Please let me know you received this. The owner is anxious to move forward with the work due to deadlines imposed by the county. Thanks  
John

**John B. Rice Jr., P.G.**

*President*

482 Constitution, Idaho Falls, ID 83402

E-Mail: [jrice@rockymountainenvironmental.com](mailto:jrice@rockymountainenvironmental.com)

VOICE: 208-524-2353 ||| FAX: 208-524-1795



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Version: 8.5.432 / Virus Database: 270.14.150/2632 - Release Date: 01/19/10 07:34:00

**From:** Bruce Wicherski

**Sent:** Monday, January 25, 2010 9:38 AM

**To:** William Teuscher

**Cc:** Gregory Eager; Erick Neher; Douglas Conde

**Subject:** RE: Cedron Heights NP Workplan

Willie

Here are some comments I have on the workplan, keyed to their responses to our comments.

- By \_\_\_\_\_
1. No comment.
  2. Some comments on and adjustments in the WQ sampling program I would suggest are (a) collocate the SW sampling onsite with the flow measurement locations; this may entail adding a SW sampling location to the program (b) add a Creek sampling location to the west on the other side of the road from the Kunz household location and finetune the sampling done in the Kunz household area (c) given comments below regarding the "uppermost gw" that should be the goal of the impact analysis the sampling program in the area of the GW discharge here should be clarified (d) how recent are the Teton River WQ measurements and where specifically are the sampling locations in relation to the site? and (e) we might not need to sample all the GW wells given comments below regarding the GW system they represent.
  3. The measurements and logic behind the groundwater direction and gradient proposed seem reasonable. It would be helpful to know the construction of the wells being used to construct the potentiometric surface map. Also, given the acknowledged presence of very shallow GW and a GW discharge zone on the east side of Cedron Rd. does this potentiometric map represent deeper GW that would likely not be impacted by onsite systems? What is the source of the GW discharging here and what is its relationship to the GW system measured in the wells? It may be helpful to include a flow measurement in the area of GW discharge east of Cedron Rd., if this water is water potentially impacted by the development.
  4. I defer to you as to whether this adequately addresses our concerns.
  5. More detail is needed on piezometer construction. How frequently will these piezometers be measured and when will flow measurements be made? Are these fields typically irrigated during the growing season?
  6. This is covered by my comments above.
  7. Defer to you.
  8. Defer to you.

Call me and we can discuss.

Bruce

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Voluntary Cleanup Program website:

<http://www.deq.idaho.gov/Applications/Brownfields/index.cfm?site=voluntarycleanup.htm>